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CENTRAL INTELLIGENCE

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airlines, the industry is stagnant. This stagnation is now of such long standing that there is considerable dispersal of technically qualified personnel. Research and experimental work of all kinds has fallen further and further behind modern standards of achievement.

Four Year Plan

3. On 11 November 1948, representatives of the following aircraft producer firms met in [redacted]

Macchi
Breda
Piaggio
[redacted]

Siai Marchetti
Ambrosini (Societa Anonima
Costruzione Aerei)
Caproni
Alfa Romeo
Isotta Fraschini

[redacted] tici, they had assembled to hear and [redacted] President, Ing. Col. Bruno, on his [redacted] in Rome. The result of these conversations [redacted] grant the aircraft industry a subsidy for a period of four years.

5. It was to be understood that in the early [redacted] of the 4-year plan emphasis was to be on Italian production of airframes only. Engines were to be bought from foreign countries, for [redacted] purpose an initial outlay of some 8,000,000,000 lire would be [redacted]. The only Italian engine likely to be used almost immediately [redacted] in airframes would be the [redacted] version (i.e. with greater cylinder capacity) of the Alfa [redacted]. Foreign purchases would be for the [redacted] from England.
6. Signor Bruno stated that the Undersecretariat for Air had also hinted that in view of the critical conditions of the aircraft industry it would welcome some indication that the industry as a whole was prepared to take emergency measures even at the expense of [redacted] of action hitherto enjoyed by its component members. In the [redacted] Signor Bruno recommended that the meeting should consider measures for pooling the industry's production and research resources; he suggested [redacted] a central experimental establishment should be constituted as soon as possible and that individual producers should consent if necessary to produce components rather than complete airframes. There was full agreement in principle to both these measures, producers however pointing out a necessary proviso for the second would be assurance that production targets would be fixed sufficiently high to limit costs to a reasonable [redacted].
7. Pending "rationalization" of the industry on the lines mentioned in paragraph six above, it was the intention of the Undersecretariat for Air to initiate a first [redacted] program by allocating orders to component members of the industry. [redacted] building program, which is still under consideration, is a [redacted].

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CENTRAL INTELLIGENCE AGENCY

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| Quantity | Type of A/c | Allocation of Order | Power Unit |
|----------|------------------------------------|---------------------|-----------------------------------|
| a) 300 | Fighter/Trainer | Macchi and Fiat | Alfa Romeo and British |
| b) 30 | 30-ton four-engined | Breda | British |
| c) 30 | [redacted] twin-engined | Caproni | British |
| d) 30 | [redacted] twin jet | Aeritalia | Italian built British |
| e) 100 | Two-engined transports | Ambrosini | British and/or Alfa Romeo |
| f) 30 | Helicopters | Caproni | USA-made or Italian made American |
| g) 150 | Two-engined passenger | Caproni | British |
| h) 300 | Fighter/Trainer | Caproni | British or Alfa Romeo 215 |
| i) 5 | Long-range seaplanes | Sia Marchetti | British |
| j) 150 | Two-engined 2/3-ton ground support | Ambrosini or Breda | British |

8. [redacted] built by Piaggio.

9. For aircraft listed in paragraph seven (g) above, use [redacted] made of [redacted]

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